

CLASSIFIED MESSAGE

2335Z 12 JAN 63

DATE

~~SECRET~~

ROUTING

1	4
2	5
3	6

CE/9C

PRIORITY

TO DIRECTOR

EO 12958 3.3(b)(1)>25

FROM

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO: S/C (11)

TOR: 0008Z 13 JAN 63

62283

TO PRITY

INFO

CITE

7709

OXCART

NO NIGHT ACTION

1. ACFT NUMBER THREE MADE FLIGHT NUMBER 31 ON 12 JANUARY FOR ONE HOUR AND 28 MINUTES. TAKEOFF AT 1103 HOURS PILOT EASTHAM. GROSS WEIGHT 90,000 POUNDS WITH CG 22.0 PERCENT. PURPOSE OF FLT WAS TYPE III AND INS. AS TAKEOFF AND CLIMB TO 25,700 FEET AT 300 KEAS. MADE 11 PASSES AT TARGET ON OF BASE AND HOME BASE AT 25,700 FEET AND 278 KEAS USING VARIOUS FOCUS AND CAMERA OPERATING MODES. ON 11TH RUN ACFT HAD HEAVY PITCH TRANSIENT WHICH KNOCKED SAS, RADIOS, RIGHT GENERATOR OUT. RESET GENERATOR IT CAME BACK ON THE LINE, SAS REENGAGED AND COMPLETED 11TH PASS. RADIO NOT RECOVERED. TRANSIENT REPEATED WITH SAME RESULTS PLUS RIGHT OIL LOW LEVEL LIGHT ON. CUT RIGHT ENGINE AND BEGAN DUMPING FUEL LETTING DOWN TO BASE. FUEL AT TIME DUMPING BEGAN ABOUT 18,000 POUNDS. CHASE 101 RELAYED TO TOWER THAT NUMBER THREE ON EMERGENCY. GEAR LOWERED NORMALLY. GOOD LANDING IN ROUGH AIR, CHUTE OPERATED, BUT SLOWLY. PILOT ABLE TO TAXI IN ON SINGLE

APPROVED FOR RELEASE
DATE: AUG 2007

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7709 (IN 62283)

PAGE TWO

ENGINE. APPARENTLY A CSD PROBLEM WITH ENGINE OIL BEING LOST
THROUGH CSD. NEXT FLIGHT FOR NUMBER THREE SCHEDULED FOR 16 JAN 63.

END OF MESSAGE

~~SECRET~~